

WANNI et al. - 10/848,903
Attorney Docket: P2003J053

IN THE SPECIFICATION:

Please amend paragraph [0017] as follows:

[0017] The number of dimples may be varied according to the width of the strip and the depth (or height) of the dimples. The total depth (d) of the dimples (peak to valley, including plate thickness) will naturally be related to the separation between the tubes which are to be engaged by the tube-engaging zones of the strip, i.e. to the dimension of the tube lane. It will also vary according to the diameter of the tubes because this will affect the level (relative to the tube) at which engagement will occur when the stake is in place in the tube bundle. Typically, the total depth of the tube-engaging zones, d, will be from 0.5 to 2 mm, preferably 0.5 to 1.5 mm greater than the spacing between the tubes at the point where tube engagement occurs so that a tube deflection of similar magnitude is achieved at this point. The exact deflection achieved in practice will be less than the total depth of the stake because the dimples fit around the tube but this stake depth will normally be found suitable to give a tube deflection which provides good support and vibration resistance and results in a very rigid tube bundle. The elasticity of the stake itself and the elasticity of the tubes, coupled with engagement between the raised tube-engaging zones and the tubes will not only make the tubes more resistant to vibration but also retain the stake in place in the bundle. Desirably, the total depth of the tube-engaging zones (the tip-to-valley distance including strip thickness, d, is selected so that each stake deflects the tube from its rest position with a minor tube deflection, typically about ~~1.5~~ 0.5 to 2mm. This is a feature of the present type of stake which permits the use of a smaller number of stakes than has been customary, typically, about 50% fewer than would otherwise be needed. One advantage of the present type of tube stake is that relatively wide tube lanes can be accommodated without deep pressing of the strips since about half the tube lane dimension is taken up by each raised zone.